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From the Director...



Grace Crunican, Director

This quarter, Sound Transit finally broke ground on Central Link Light Rail. This was a huge milestone for Sound Transit and the region. Sound

Transit's new line marks the beginning of many new connections that will be formed with transit over the next five years. Before Vancouver celebrates the winter Olympics in 2010, Seattle will have light rail, monorail and a new streetcar in place. By that time, replacement of the Alaskan Way Viaduct and Seawall will be well underway.

What do all of these major transportation investments mean to the Seattle Department of Transportation (SDOT)? It means that we have to coordinate construction so commuters, businesses, freight, pedestrians and bicyclists experience the least amount of interruption possible, while we are still making progress on the major transportation projects. It also means we have to make the best use of existing resources so that our transportation system is working as efficiently as possible when other parts of the system are closed.

SDOT continues to operate and maintain our transportation infrastructure. With pending budget cuts, it is even more important to keep the resources we have and try to extend their useful life. But, we won't lose sight of the big picture. Seattle's future depends on sound investments in transportation. It is the City of Seattle's responsibility to make sure these investments are made in a way that helps the City continue to thrive. This status report affirms SDOT's commitment to advancing the City's major projects. Please call 684-5000 if you want more details.

Major Projects Update

Alaskan Way Viaduct & Seawall **Planning Design Construction**

Replacing the deteriorating 50-year-old Alaskan Way Viaduct and 69-year-old waterfront seawall is a critical regional and state need as both structures are vulnerable to earthquakes. Five replacement plans are being considered: Rebuild, Aerial, Tunnel, Bypass Tunnel, and Surface. Staff is nearing completion of the Draft Environmental Impact Statement, which should be available for public review in March 2004.

Fremont Bridge **Planning Design Construction**

On October 24, SDOT gave the design consultant a notice to proceed with Plans, Specs and Estimate (PS&E) work for the Fremont Bridge electrical and mechanical system upgrade and to develop conceptual plans for a new Bridge Maintenance Shop. Progress was made on the preliminary engineering design for replacement of the bridge approach structures. The project is on schedule to meet its January 15th submittal milestones for 30 percent design of the approach replacement and electrical/mechanical upgrade work and conceptual options for the Maintenance Shop.

King Street Station **Planning Design Construction**

Opened in 1906, the King Street Station is designated as a national historic landmark. Phase 2 of the renovation project will restore the station and convert it to a major multi-modal transportation hub accommodating Amtrak, regional commuter rail, inter-city bus service, public transit and the new monorail. The center will improve connections between these modes and regional light rail, streetcar, ferry and nearby water taxi services. It also will increase access for taxis, automobiles, bicycles and pedestrians. WSDOT awarded a construction contract in mid August that launched the \$17 million first phase.

Magnolia Bridge **Planning Design Construction**

In 2001, SDOT received a \$9 million federal grant for the preliminary studies and engineering design required to replace the aging Magnolia Bridge that was damaged by the 2001 Nisqually Earthquake.

In the summer of 2002, SDOT initiated an extensive public involvement process developing and evaluating alignment alternatives. An Environmental Impact Statement (EIS) is now evaluating a "no action" alternative and three "build" alternatives for replacing this bridge.

Mercer Corridor **Planning Design Construction**

SDOT is evaluating alternatives in the Mercer Corridor that will improve safety and mobility and support increased use of transit, walking and bicycling in the South Lake Union neighborhood. Alternatives identified include a widened, two-way Mercer Street from I-5 to Dexter Avenue North with a narrowed Valley Street along the south end of Lake Union and the Fairview-Valley realignment with a Roy Street underpass. The project is closely coordinated with the Alaskan Way Viaduct and potential changes to Aurora Avenue that would improve connections between South Lake Union and Queen Anne. SDOT issued a Request for Qualifications for consultants to complete the environmental analysis and preliminary engineering in December and will select the consultant team in January 2004.

By the Numbers

(October 1 - December 31, 2003)

Potholes filled 12,914

Miles paved 0.71 lane miles

Traffic signals optimized (YTD) 108

Curb bulbs installed 1

Curb ramps constructed 55

Sidewalk blocks rehabilitated 1.15

Traffic circles installed 0

Pedestrian walkway improvements 0

New marked crosswalks installed 0

**Flashing school speed zone
beacons installed (YTD)** 24

Pedestrian "flop-over" signs installed (YTD) 6

Crosswalk safety corridor studies (YTD) 2

Marked crosswalks removed (YTD) 8

Street use permits issued 3,746

Tree pruning/removal permits issued 24

Street trees planted 50

Community meetings 18

Grants/appropriations/authorizations received (YTD)
\$15,789,000

**Grants/appropriations/authorizations submitted for
future funding (YTD)** \$147,032,000

**Percentage of contracts issued to women and
minority business enterprises (YTD)** 6.60%

Major Projects Update (continued)

Monorail

Planning Design Construction

The Seattle Monorail Project (SMP) issued a Public & Industry Review Draft Request for Proposals (RFP) for the Green Line, a 14-mile monorail system linking Ballard and West Seattle, the Downtown Urban Center, Seattle Center, and industrial centers in SODO and Interbay. The City of Seattle hosted a series of station area planning workshops in neighborhoods along the Green Line during the Fourth Quarter. SDOT manages an interdepartmental program coordinating environmental review; station area planning; design review; permitting; and public works services. SDOT completed negotiations on two major agreements that have been submitted to City Council for action, and also completed planning background reports for monorail station areas.

Link Light Rail

Planning Design Construction

In October, the Federal Transit Administration approved a \$500 million Full Funding Grant Agreement for the segment of light rail between downtown Seattle and SeaTac Airport. In November, Sound Transit began the first major construction contract in South Downtown. The RFP was issued for the Rainier Valley construction, and should be awarded in early 2004. In December 2003, Sound Transit awarded a contract for the purchase of light rail vehicles with the first vehicles to be delivered in 2006. The City Council and Sound Transit Board also approved three major agreements governing the scope of services to be provided by the City during light rail construction through 2008.

The Draft Supplemental EIS for "North Link", the extension of light rail from downtown to the University District and Northgate, was released for review, with public hearings scheduled for January. The City and Sound Transit expect to select a preliminary preferred alternative for the northern alignment in the first quarter of 2004.

South Lake Union Streetcar

Planning Design Construction

The proposed South Lake Union Streetcar would provide local transit service, connect to the regional transit system, encourage economic development, and help create vibrant neighborhoods along the route. Nearby property owners are currently exploring the creation of a Local Improvement District to help fund more than half of this \$45 million project. Funding has been secured to continue planning work, which will take place in early 2004.

Spokane Street Viaduct Widening

Planning Design Construction

SDOT has completed three of the four phases of this project. In the final phase of the project, the viaduct will be widened to five lanes with shoulders. The project facilitates the safe and efficient movement of freight and goods in the corridor. A new on and off ramp will be constructed at First Avenue South. SDOT is seeking funding for this project. Design is anticipated to restart early in 2004.

SR-519

Planning Design Construction

At the request of the Port of Seattle (POS) and the WSDOT Division of Ferries (WSF), specific refinements to the project design have been made to better facilitate their unique operations with less impact from the POS and WSF operations. Various agency approvals, permits, agreements and acquisitions have been made enabling the project to move into the final stages of preconstruction. Advertising for construction is anticipated in April 2004 with actual work beginning in late June of 2004. The construction window is estimated at 18 months with minimal closures of city streets.

SR-520

Planning Design Construction

The SR-520 floating bridge is vulnerable to earthquakes and major storms. Replacing the bridge and its approaches is a critical regional and state need. SDOT is engaged in the EIS process to examine a 4-lane, 6-lane, or 8-lane replacement, each expandable to accommodate high-capacity transit. SDOT, WSDOT, and citizens from neighborhoods affected by the project have begun work on a local impact study. The study aims to maintain neighborhood livability by adding concepts to the EIS alternatives that would enhance ramp design, urban design, and vehicle circulation through neighborhoods.

I-90

Planning Design Construction

In October, the Sound Transit Board of Directors approved Alternative R-8A as the preferred alternative for the I-90 Two-Way Transit and HOV Project. R-8A adds HOV lanes to the I-90 outer roadways and preserves the center roadway for future high-capacity transit. The City believes Alternative R-8A as a stand-alone project is fatally flawed, but supports continued work on it as a first and important step toward the ultimate configuration of I-90 - with HOV lanes on the outer roadways and high-capacity transit in the center roadway. The City continues to work with regional partners on an MOA to solidify the region's commitment to this ultimate configuration before completion of the Final EIS in early 2004.

New In SDOT

SDOT Permitting Made Easier

With input from Seattle businesses and residents, SDOT adopted best practices from across the nation to make the permitting process more accessible and convenient. Improvements include: financial incentives to reduce the time rights-of-way are blocked; adjusted fees to ensure needed resources are available for permit issuance, public safety and traffic flow; shorter review and wait times for permits; new opportunities to apply for multiple permits; coordination of pavement openings thus reducing lane closures and extending pavement life.

SDOT Awarded \$5 Million in TIB Grant Funds

SDOT received grant awards totaling over \$5 million from the Transportation Improvement Board (TIB), which funds enhancements to safety, mobility, pavement condition, mode accessibility, growth and development, and pedestrian improvements. This award will provide approximately one half of the total costs for the Bridge Way Improvement Project, the Fremont Circulation Plan Project and Phase 1 of the Greenwood Avenue North Corridor Improvement Project. SDOT staff is exploring creative financing strategies to fund the local match requirements for the projects.

New Bike Map Issued

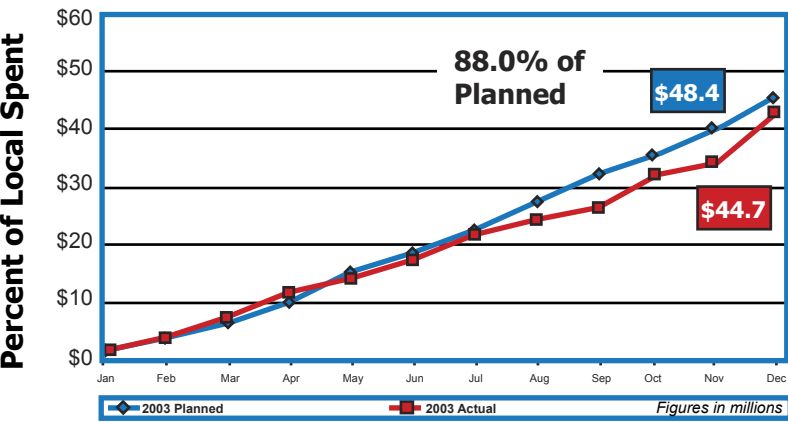
In December, the Seattle Department of Transportation Bicycle Program updated the Seattle Bicycling Guide Map, printing nearly 80,000 copies. The new maps are free to the public at bike shops, libraries, and community centers or may be ordered by phoning SDOT, using the online form, or by downloading a map, which are all explained on the SDOT/Bicycle Program web page.

The Lake City Way Multimodal Project Advances

The project, upgrading SR-522 from roughly Northgate Way to NE 145th Street, includes the addition of a northbound transit lane, southbound sidewalks, landscaping, and a series of medians and turn pockets limiting left turns to legal intersection locations only. In response to community concerns, SDOT worked with citizen activists, a community council, and business representatives to successfully identify a design meeting most of the needs of these groups. Without compromising safety, the design provides turn-back routes and special U-turn pockets, landscaped medians, and driveways designed to adequately serve individual businesses.

For more information about SDOT's initiatives,
visit the department's web site at:
www.seattle.gov/transportation
or call (206) 684-ROAD.

SDOT CIP 2003 Spending Vs. Plan Through December 2003



Most capital improvement projects are multi-year in nature. The chart to the left is a snapshot of the expenditure plan the Seattle Department of Transportation proposed for 2003. Overall, the graph indicates that the projects in the capital program are reaching their expenditure goal 88 percent of the time. The project breakouts, in detail below, show expenditures from prior years, through December 2003. The budget amounts reflect available funding for the life of the project, **as published in the 2003 Adopted CIP**. The few annual programs identified separately, reflect only planned 2003 budgets and costs through September 2003.

General Notes for Below Report:

A) Budgeting for a specific planning phase was not a routine practice until preparation of the 2004 TCIP. Some projects did identify a planning stage, and costs have been tracked for planning.

B) Data for planned total cost are linked to the 2003 adopted TCIP; data for life to date costs are as of December 2003.

C) Management of the TCIP requires revisions to some project spending plans.

This is a subset of the overall program.			Design Includes Planning, Environmental and Acquisition		Construction		Total Project Cost		COMMENTS
Project Title	Status	Figures are in thousands	Budget	Expenditure to Date	Budget	Expenditure to Date	Budget	Expenditure to Date	
12th Avenue Development Project	<div>PlanningDesignConstruction</div>		385	402	1,490	815	1,875	1,325	Project in construction, and will finish construction in 3Q 2004.
14th Avenue South Street Improvements	<div>PlanningDesignConstruction</div>			67				69	SDOT received a grant award during 2003. Project will be designed during 2004. Budget reallocation will appear in 2004 reports.
35th Avenue SW Signal & Street Improvements	<div>PlanningDesignConstruction</div>		709	678	3,574	3,547	4,283	4,228	Project is in construction closeout.
35th Avenue NE Street Improvements	<div>PlanningDesignConstruction</div>		1,175	1,025	3,318		4,493	1,029	Project will begin construction in 2004.
5th Avenue NE Improvements	<div>PlanningDesignConstruction</div>			173				179	SDOT received a grant award during 2003. Project will be designed during 2004. Budget reallocation will appear in 2004 reports.
Alaskan Way Viaduct & Seawall EIS Study	<div>PlanningDesignConstruction</div>		9,867	3,177			9,867	3,177	The EIS is underway and a draft will be published in 2004.
Arterial Asphalt and Concrete Program	<div>PlanningDesignConstruction</div>			388	3,422	2,456	3,422	2,844	Because this is a yearly program, the design phase is not separately budgeted.
Aurora Transit Improvements	<div>PlanningDesignConstruction</div>			159				162	SDOT received a new grant in 2003, and began scoping and design in late 2003.
Belltown/Queen Anne Connections - Thomas Street	<div>PlanningDesignConstruction</div>		860	38	1,490		2,350	38	This project is funded with SPIF and Parks levy funds. It will be in design during 2004.
Burke-Gilman Trail Extension	<div>PlanningDesignConstruction</div>		3,018	685	4,438		7,456	685	Includes two segments planned for future. This segment, Locks to NW 60th was delayed by WSDOT environmental review and will begin construction in 2004.
Chief Sealth Trail	<div>PlanningDesignConstruction</div>		313	73	4,060		4,373	74	SDOT will begin design on this project in 2004.
Denny Triangle Improvements	<div>PlanningDesignConstruction</div>		200	118	800		1,000	118	SDOT has secured an agreement with King County and is awaiting funding from the sale of development credits.
Duwamish ITS	<div>PlanningDesignConstruction</div>		1,699	1,331	1,826	500	3,525	1,847	SDOT will begin construction in 2004. Early construction expenditures accommodated business requests and coordination on Spokane Street.
Earthquake 2001 FHWA	<div>PlanningDesignConstruction</div>		2,126	2,695	10,068	7,612	12,194	10,307	SDOT will complete the last earthquake repair work in 2004.
Elliott Ave W (15th Ave)	<div>PlanningDesignConstruction</div>		710	484	2,895	39	3,605	525	SDOT began construction early to plant street trees with neighborhood involvement.

Capital Project Status Update

This is a subset of the overall program.

			Design Includes Planning, Environmental and Acquisition		Construction		Total Project Cost		
Project Title	Status	Figures are in thousands	Budget	Expenditure to Date	Budget	Expenditure to Date	Budget	Expenditure to Date	Comments
Enhanced Traffic Management Center	<div>PlanningDesignConstruction</div>		777	927	1,160	1,000	1,937	1,927	Project is in construction closeout.
Fremont Bridge Approaches	<div>PlanningDesignConstruction</div>		1,050	1,286	27,200		28,250	1,808	SDOT has concluded the TS&L study and begun project design.
Interurban Trail North	<div>PlanningDesignConstruction</div>		322	348	974		1,296	348	Project will go to construction in 2004.
Lake City Way NE Multimodal	<div>PlanningDesignConstruction</div>		2,389	2,170	8,313	2,265	10,702	4,435	The project will begin construction in 2004 and SDOT is continuing work on access issues with community business interests. (Construction to date is WSDOT paving.)
Lake Union Ship Canal Trail - Phase 2	<div>PlanningDesignConstruction</div>		2,412	1,692	3,010		5,422	1,692	This budget does not include costs on the already constructed Phase 1. SDOT extended negotiations with the Railroad on Right of Way purchase.
Leary Way	<div>PlanningDesignConstruction</div>		241	672	279	11	520	687	SDOT has reallocated funds to preserve the TIB grant. Project will be awarded in 4Q 2004. The 2004 TCIP includes full funding (\$3 m).
Magnolia Bridge Replacement Project	<div>PlanningDesignConstruction</div>		9,050	2,105			9,050	2,105	Decision to do an EIS accounts for more spending in the planning phase. Phase budgets will be revised in the 2004 TCIP.
Mercer Corridor Project	<div>PlanningDesignConstruction</div>		15,394	7,156	23,215		38,609	7,156	SDOT will retain a consultant to prepare an EIS for the Mercer Corridor. This work is anticipated to take 18 to 24 months, and will begin 2004.
Monorail Implementation Plan	<div>PlanningDesignConstruction</div>		2,414	1,440			2,414	1,440	The Monorail Implementation Plan is proceeding on schedule.
North Queen Anne Drive Bridge Seismic	<div>PlanningDesignConstruction</div>		353	295	1,085		1,438	295	This FEMA hazard mitigation project is currently in design, and will begin construction in 3Q 2004.
Phinney Avenue/Fremont Street Improvements	<div>PlanningDesignConstruction</div>		325	272			325	272	The 2004 proposed CIP has full funding for the project (\$3.9 m). Design will be completed and construction will start in 2004.
Princeton Bridge Replacement Project	<div>PlanningDesignConstruction</div>		428	427	1,864	2,104	2,292	2,531	Project is in construction closeout. Increased costs for additional retaining wall during construction will be covered by transfer.
Retaining Wall Replacement Program	<div>PlanningDesignConstruction</div>			129		475		604	The 2003 work on four walls is supported by savings from 2002.
S Lander Street Grade Separation	<div>PlanningDesignConstruction</div>		200	260			200	260	This project funded a Type, Size and Location study only. Costs increased due to the addition of sites to the planned Lander location.
Spokane Street Viaduct	<div>PlanningDesignConstruction</div>		7,049	8,018	18,007	15,597	25,056	23,615	This combines Lower Roadway work with the Spokane Viaduct, but does not show construction estimates for widening work.
S Jackson AIP	<div>PlanningDesignConstruction</div>		315	271	1,268		1,583	271	Project will begin construction in 2004.
SR-519 (Alaskan Way Surface Street Improvement)	<div>PlanningDesignConstruction</div>		2,133	3,492	15,325	372	17,458	3,864	Dropping of Phase 2 of SR-519 required design changes to better accommodate the operations of Port of Seattle and Washington State Ferries.
SR-520 Project	<div>PlanningDesignConstruction</div>		600	26			600	29	WSDOT is moving forward on the EIS for 4- 6- 8-lane options to replace the 520 Bridge. SDOT is working with WSDOT and neighborhoods on the traffic impacts.
University Way Multimodal Imp. (The Ave)	<div>PlanningDesignConstruction</div>		1,143	991	7,934	5,840	9,077	6,831	Project construction complete; savings reallocated.
West Seattle Swing Bridge Cylinders	<div>PlanningDesignConstruction</div>		473	1,261	1,627	319	2,100	1,580	Significant work was added when initial analysis revealed unforeseen damage. Design approach was revised to include prequalification of bidders for this highly specialized work.
West Lake Union Trail	<div>PlanningDesignConstruction</div>		895	922	2,586	3,752	3,481	4,674	Cost increases attributable to unanticipated field conditions. Project is in construction closeout.